

# New Boston Town Center

## Working Group Meeting #2

January 16, 2008



# Agenda

- Welcome and Introductions
- Review Placemaking Results
- Draft Problem Statement Discussion
- Discuss Visions Statement
- Possible Low Cost Improvements
- Assignments

# Context Sensitive Solutions (CSS)

“A collaborative interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.”

# Consensus

“Consensus does not mean that everyone agrees, but that the principal groups and individuals can live with a proposal.”



# Placemaking Results



# Placemaking Workshop

## NEW TOWN CENTER

Help make travel through New Boston better & safer for everyone!



**How:** Attend the Public Workshop conducted by Southern New Hampshire Planning Commission (SNHPC) and provide input to the improvement of the New Boston Town Center.

**Why:** The SNHPC and Town Officials are embarking on a transportation study to provide traffic calming, improving visibility, parking, and pedestrian access through the New Boston Town Center. Local and regional citizen involvement is desired to develop a transportation solution that improves the traffic operation, while maintaining or enhancing the character of the area.

**Who:** **YOU**  
Residents, Business Owners  
Community Leaders, Local Officials  
Neighborhood Groups

**Where:** New Boston Town Hall  
7 Meetinghouse Hill Road  
New Boston, NH

**When:** Saturday, November XX<sup>th</sup>, 2007  
9:00 am to 1:00 pm

**Website:** [http://www.snhpc.com/new\\_boston\\_town\\_center](http://www.snhpc.com/new_boston_town_center)

Refreshments will be served

For more information contact:  
Tim White at 603-466-4444  
or e-mail: [tim@snhpc.com](mailto:tim@snhpc.com)



## What Makes a Great Place?

In evaluating over 1,000 public spaces around the world, Project for Public Spaces (PPS) has found that successful ones have four key qualities: they are accessible; people are engaged in activities there; the space is comfortable and has a good image;

and finally, it is a sociable place: one where people meet each other and take people when they come to visit. PPS developed The Place Diagram as a tool to help people in judging any place, good or bad:



Imagine that the center circle on the diagram is a specific place that you know: a street corner, a playground, a plaza outside a building. You can evaluate that place according to four criteria in the red ring. In the ring outside these main criteria

are a number of intuitive or qualitative aspects by which to judge a place; the next outer ring shows the quantitative aspects that can be measured by statistics or research.



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## Placemaking through Transportation



## Place Audit

### Jamaica Transportation Center

This exercise is intended to be used as a tool to evaluate how well Jamaica's streets and adjacent land uses are performing as Places, and identify opportunities for enhancing them in the future.



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LOCATION: \_\_\_\_\_ ROUTE NUMBER: \_\_\_\_\_

## EVALUATE THE PLACE

After you have walked the entire assigned route, select one site along the route to study. Put yourself in the shoes of someone who lives or works in the area, and evaluate how well this site performs as a place.

ACCESS, LINKAGES & INFORMATION	DISAGREE	AGREE
Pedestrians can easily walk to and through the place.	1	2 3 4
Pedestrian access is safe and convenient:		
- Sidewalks connect to adjacent areas;	1	2 3 4
- Crosswalks are well marked;	1	2 3 4
- Crossing distances are minimal.	1	2 3 4
Taking transit is easy:		
- Stops and stations are easy to find;	1	2 3 4
- Stops and stations are easy to get to on foot;	1	2 3 4
- Maps and schedules are readily available.	1	2 3 4
Bicycling is easy:		
- Routes are safe and convenient;	1	2 3 4
- Routes are well marked;	1	2 3 4
- Storage is adequate.	1	2 3 4
Automobiles do not detract from the pedestrian experience.	1	2 3 4
There is adequate directional signage, maps and location information.	1	2 3 4

SUM of ANSWERS =

AVERAGE ANSWER (Sum: \_\_\_\_\_ /12) =

COMFORT & IMAGE	DISAGREE	AGREE
From a distance, the place projects a positive image.	1	2 3 4
There are choices of places to sit, both in sun and shade.	1	2 3 4
The place is well managed:		
- It is in a state of good repair;	1	2 3 4
- It is neat and clean;	1	2 3 4
- It feels safe;	1	2 3 4
- It is well lighted;	1	2 3 4
- Retail space is leased to the best uses.	1	2 3 4
Amenities are operable, well located and consistent in design:		
- Telephones;	1	2 3 4
- Waste receptacles;	1	2 3 4
- Lighting fixtures;	1	2 3 4
- Seating.	1	2 3 4
High levels of goods and services are available, including:		
- Restrooms;	1	2 3 4
- Newsstand;	1	2 3 4
- Food and beverages	1	2 3 4

SUM of ANSWERS =

AVERAGE ANSWER (Sum: \_\_\_\_\_ /14) =

# Placemaking Exercise Locations



# Placemaking Results

- Evaluation
- Opportunities
- Interviews
- Problem Statements



# Problem Statements

1. The design is no longer viable for the increased volume, range of users and modes of transportation. In an attempt to support vehicular traffic we've compromised rural character, the environment, sociability and aesthetics (viewscales, lighting, green space) and have increased noise, speed, asphalt and danger.
2. There is a limited or constrained access to safe and contiguous facilities for vehicular, pedestrians and cyclists connectivity. There is limited access to public parking for recreation and business resources.
3. New Boston Village is compact with multiple destinations, used, and through travel. There is a lack of pathway definition of all movement.
4. This area lacks available info about community activities, historical features, and recreational opportunities. The area is not esthetically pleasing. Vehicles and pedestrians compete for available space in area of high speed and visibility.

# What does a Good Problem Statement Look Like?

- It is stated in terms of underlying causes
- It is linked to travel markets
- It relates the transportation, community, and environmental components to one another
- It reflects customer focus
- It does not include or pre-figure solutions
- It is not mode specific

# Problem Statement

- The New Boston roadway infrastructure is no longer adequate for the increased volume of traffic, the range of users and multiple modes of travel, and land use patterns. The roadway infrastructure layout and increased volume of traffic negatively impacts the safety, access, aesthetics, connectivity, environment, sociability, and rural character. There is a lack of safe contiguous facilities for those wishing to access the area's businesses and recreational resources.

# Vision Statement

A statement of desired characteristics of a place at a specific time. This statement should address transportation goals and may include other community and environmental goals related to the transportation corridor as well.





# Developing a Vision

- Include Transportation Needs
- Include Community Values or Aspirations
- Include Scenic, Aesthetic, Historic and Environmental Values and Goals



# Vision Statement Examples

Meredith's village and rural settings will be enhanced by the US 3 /NH 25 corridor, which will allow easy access to village destinations while moving traffic through in a slow, steady, safe and efficient manner.

Peak congestion in Meredith and the Region will be mitigated by managing pedestrian flow, educating the public about alternate traffic routes and providing for various modes of transportation. People will feel comfortable walking or cycling on the corridor which will promote the town's social life, recreational offerings, historic features, and economic vitality. Long term viability of the corridor and stewardship of the natural environment and cultural assets will remain a steadfast priority.

# Vision Statement Examples

“Loudon Road will be an attractive, safe corridor that visually and physically connects at a human scale destinations east and west of the turnpike. It will be uniquely Concord place that functions well for all modes of transportation and integrates Concord history, aesthetics and environment.”

Concord, Loudon Road (NHDOT CSS Training Course Example)

# Vision Statement Examples

The Pelham Town Center is divided by multiple intersections containing high volumes and speeds of local and regional commuter traffic, creating congestion that negatively affects safety resulting in unacceptable delays. This detracts from the historic character and setting of the Town Center. No “sense of place” exists that promotes community pride or encourages activities that attract pedestrians and groups of people to gather. This area lacks alternative routes, gateway, and traffic calming features that introduce and highlight the historic character of the town center. The area is marked by inadequate pedestrian/ bicycle connectivity and amenities, and a complete lack of on-street parking, descriptive signage, and lighting.



# Vision Statement

What is your vision for New Boston's Town Center?



# Low Cost Improvements

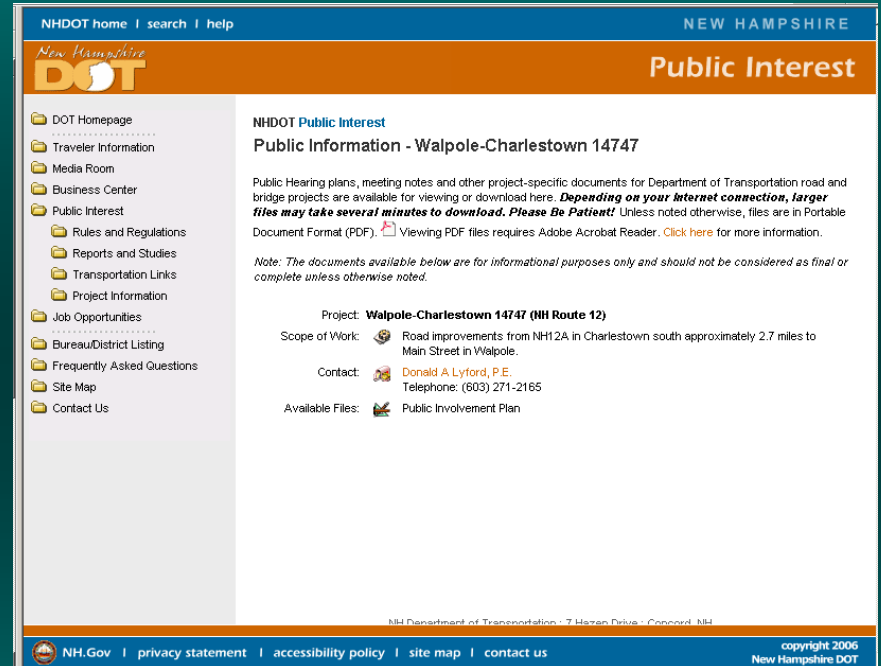
# Stakeholder Outreach

- Public Involvement Plan

- Introduction
- Project Background
- Project Team
- Project Process
- Working Group
- Communication

- Project Website

- [www.nh.gov/dot/projects/newboston/index.htm](http://www.nh.gov/dot/projects/newboston/index.htm)



# Next Working Group Meeting

## Working Group Meeting # 3

Wednesday, March 19, 2008

New Boston Town Hall

### Assignments

1. E-Mail Draft Vision Statements to Tim or send to Burton Reynolds.
2. Think about what potential low cost short-term improvements could be implemented.